



# Traffic Safety Roads

The Graham Feest Consultancy  
*Incorporating the UK Road Safety Network*

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# Traffic Safety Roads

## TRAFFIC SAFETY ROADS (TSR)

collates a range of information and opinion from various sources. Whilst every effort is made to ensure its accuracy the Graham Feest Consultancy cannot be held responsible for any incorrect information provided from third parties or the views expressed by individuals.



**GRAHAM FEEST** is a road

safety consultant and a CIHT accredited training provider, organising and leading low-cost high value events around the UK; speaking at national, international and local conferences/seminars; organising/conducting workshops both in the UK and overseas; along with providing support and guidance drawing on fifty years' experience in the field of road and traffic safety. He is a former County Road Safety Officer and Head of Road Safety for IAM Road Smart; the immediate past Chair of the National Road Safety Committee and is the current President of the Institute of Master Tutors of Driving, Road Safety Advisor to the ADI National Joint Council and Road Safety Consultant for the RichWorks.

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Front Cover Picture

Controversial Road Layout in Wokingham, Berkshire



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## THE BRIGHT HEADLIGHT DEBATE

A survey of AA has shown that three-quarters of its members who took part have said that LED lights on vehicles are among the factors causing them to be “blinded” while driving.

This also follows a survey from the RAC, who has long campaigned on the issue which shows more than four out of five (85%) drivers affected by headlight glare said the problem is getting worse.

DfT data shows dazzling headlights contributed to 216 collisions in 2023 - up from 211 the year before, but down from 315 in 2017 and 309 a decade ago. In September 2024, the Government confirmed it is commissioning independent research into the issue of dazzling headlights awarding a contract to TRL to look into the factors that can cause glare from headlights of oncoming vehicles, and how it might be address. It is expected that the research results will be published in the summer.

AA president Edmund King said its members are “feeling the strain of brighter headlights more than ever before, as well as brighter brake and traffic lights”. “Conversely, they also say brighter lights enhance road safety. The problem seems to be LED lights on higher vehicles such as SUVs.”



Meanwhile, Rod Dennis, RAC senior policy officer, commenting on his organisation’s report, said: “Few issues we deal with have triggered quite as much of a reaction among drivers as the brightness of headlights.”

The President of the Institute of Master Tutor of Driving commented:

“ We have spent many years improving the lights on vehicles because drivers were saying that they were poor particularly when driving on unlit roads. There is no doubt that tremendous advances have been made. Some of the problems may be due to the positioning of the light units now we have a range of larger cars and this may well need to be looked at by manufacturers and if a change in construction and use regulations is needed then it should be looked at across the world. At the end of the day however, we really do need to ensure that driving in the dark and on unlit roads is part of the learning to drive process so the new drivers coming onto the roads know how to deal with the situation of being dazzled by on coming lights.”

## DRINK DRIVE LIMIT

The Association of Police and Crime Commissioners’ is backing the British Medical Association’s (BMA) call for a lower drink drive limit.

England, Wales, and Northern Ireland currently have the highest legal BAC (blood alcohol content) limit for driving in Europe, at 80mg of alcohol per 100ml of blood. The Scottish limit was lowered to 50mg of alcohol per 100ml of blood in December 2014.

In June 2024 the BMA produced a consensus statement representing the views of a range of organisations including medical professional bodies, alcohol and road safety charities and campaign groups, along with police and emergency services. The statement outlines why they are in favour of reducing the amount of alcohol drivers can consume, alongside evidence showing that even small amounts of alcohol can impair driving ability, significantly increasing the risk of a crash.

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## THE POTHOLE PARTNERSHIP

The Pothole Partnership (which comprises The AA, British Cycling, JCB and the National Motorcyclists Council and other supporting organisations) has welcomed the Government's commitment to £1.6bn funding for local road maintenance in England.

As part of the Pothole Partnership, The AA has revealed that pothole related incidents fell in 2024 when compared to the previous year. The breakdown provider attended 643,318 pothole related incidents in 2024, compared to 647,690 in 2023. Typically these are damaged tyres, wheels, steering or suspension.

Edmund King, AA president, said: "There is some light at the end of the pothole tunnel. The Government has listened to the Pothole Partnership and is beginning to instigate policies that should lead to longer term fixes rather than the recent patchwork approach. The good news is that pothole related car incidents have declined but the bad news is that the cost of repairs has increased. Potholes are still the number one issue for drivers and more needs to be done to build on this improvement."

More than 1,700 drivers a day are having their vehicles damaged by road defects, the partnership is urging local authorities to prioritise permanent resurfacing and repairs over adopting a 'patch and run' policy as in previous years and is pressing local authorities to up their game to the standards of the best by investing in more technology and proactive repairs.

The Pothole Partnership is pleased that the recent Government announcement on extra funds to fix local roads in England made a reference to 25% of funds being withheld until local authorities proved they are delivering more proactive maintenance and getting away from the wasteful patchwork approach. Quality control is important as recent Freedom of Information requests found that local authorities have 78 different ways of measuring the effectiveness of their pothole repairs with one authority admitting that they don't bother measuring the longevity of their repairs, underlining the wide chasm between the best and the worst.

## SEAT BELT CAMPAIGN

Road Safety Scotland and Police Scotland have launched a campaign urging drivers and passengers to wear a seatbelt - highlighting the potentially devastating consequences of failing to belt up.

Figures show that 21% of those killed on Scotland's roads over a five-year period were not wearing a seatbelt and research demonstrates that wearing a seatbelt reduces both fatal and non-fatal injuries in front and back-seat passengers.

Despite this, 11% of drivers admitted to not always wearing a seatbelt in the front or back of the car, while around one in five drivers (18%) said they don't think it's important to wear a seatbelt in the back.



The campaign stresses the importance of wearing a seatbelt at all times - regardless of time of day, length of journey, and whether you are driving on busy or quiet roads. It also reminds people that it is a legal requirement to wear a seatbelt while traveling in a taxi or private hire vehicle.

The campaign runs across streaming services, cinema, radio, digital and outdoor channels.



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## PRIVATE PARKING RULES

Drivers may soon have more time to pay for parking with a major overhaul of Britain's Private Parking Rules anticipated within the few months the new regulations aim to address unfair charges and improve the experience for motorists.

The changes has the potential to relax the controversial 'five-minute rule.' This rule currently allows drivers just five minutes to pay for parking after arriving at a car park before they risk being issued a penalty.

As part of the overhaul, a new panel is being established to ensure private parking companies adhere to the industry's code of practice. This self-regulatory measure is designed to address concerns over unfair practices, including misleading signage and aggressive debt collection tactics.

The IPC and the British Parking Association have joined forces to create a new panel tasked with updating the parking code to reflect technological advancements. While specifics remain under discussion, those familiar with the plans anticipate an extension of the five-minute grace period, although the precise length of this extension has not yet been determined. Critics of the current system have long argued that private parking firms deliberately impose unfair charges and exploit drivers through unclear signage and aggressive collection strategies.

Driving instructors and road safety professionals will undoubtedly welcome these changes as they aim to create a more equitable experience for all road users

## PRIVATE PRACTICE FOR LEARNER DRIVERS

Private practice with an appropriate full licence holder is now considered an essential part of the Learning to Driver Process although there are still many who have to solely rely on their driving lessons alone. It is important to know that to supervise a learner driver you must be more than 21 years old, have had your driving licence for at least three years, and not be under a driving ban.

However, it is estimated that friends and family gave around 5 million hours of their time to facilitate private practice for learner drivers in 2024 and according to a poll by the AA Driving School. One in twenty (6%) drivers said they had supervised a learner in 2024, The average number of hours each gave was 25, making a combined grand total of 5,062,500 hours throughout 2024.

Half of these were (52%) were parents supervising their own child; one in ten (11%) were supervising their spouse or partner and a fifth (20%) were people supervising another relative. One in ten (12%) were supervising a friend and 4% were kindly helping a friend's child.

For most it was a positive experience with nearly a quarter (23%) saying they would consider becoming a driving instructor. Overall, half (53%) said they enjoyed the experience and two-fifths (44%) said they thought being a driving instructor would be a rewarding career. Only a fifth (21%) said they would not do it again.

The average number of hours of private practice given per driver varied significantly across the regions. Supervising drivers in Wales delivered an average of 35 hours of private practice each and those in Northern Ireland a whopping 47 hours. This fell to just 19 hours in London and 20 hours in the North West. This higher number of average hours given may not have been a positive though as drivers in Wales and Northern Ireland who gave private practice were the most likely to say they wouldn't do it again (31% Wales; 33% Northern Ireland).



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## IAM ROADSMART 2024 ROAD SAFETY REPORT

IAM RoadSmart have just published their 2024 Road Safety Report which focuses on a number of key areas, namely concerns among the driving public relating to cost, safety and others' driving.

The report looks into personal behaviours and habits to understand how drivers are conducting themselves on the roads and what may be causing them to make unnecessary and sometimes dangerous manoeuvres.

There is a look at inflation rates which have impacted over the last two years resulting in worrying trends among drivers when it comes to vehicle checks and how congestion is pushing many drivers to switch to some of our statistically less-safe roads.

There is a look at the campaign for graduated driver licensing (GDL) which is gathering pace among some road safety practitioners and now some of the families involved so the report has taken the opportunity to ask how drivers of all ages might respond to some of the policies that might be implemented under a GDL scheme.

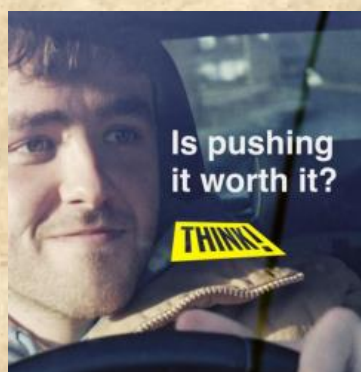
Notably, enforcement is also a key issue for drivers and the research shows surprising levels of support for giving police forces additional powers to issue on-the-spot licence suspensions for illegal phone use. Many also favour education and courses as an effective way to reduce law-breaking and reoffending

A copy of the report can be found at <https://www.grahamfeest.com/resources/latest-uploads/>



## IS PUSHING IT WORTH IT?

THINK! has relaunched a campaign which urges young, male drivers to think about the dangers of driving too fast for road conditions - especially on rural roads.



Data shows that speed contributes to more than half of all fatal collisions in Britain and kills or injures 137 young people every week. But despite this, THINK! research highlights that only 32% of young men consider it very risky.

THINK! has relaunched its 'Is pushing it worth it?' campaign to raise awareness of the impact that not driving at the correct speed for the conditions, or slight speeding on rural roads can have.

The campaign hero video highlights the consequences of driving too fast for the conditions, especially on rural roads, and champions those who respect the road and arrive safely.

The campaign asks young drivers 'Is pushing it worth it?' and encourages them to reflect on their own driving and what they currently perceive to be safe speeds. It will run across cinema, radio, digital audio, online video, and social media channels from January to March 2025.



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## DIGITAL DRIVING LICENCE

The mobile driver's licence will be one of the first digital documents in a Gov.UK Wallet, as it will be known, to be launched later this year and will ultimately allow people to prove their age from their phone in shops or online.

The digital licence driving licence comes alongside other new and improved ways for people to interact with government services. The "expansive blueprint" shows how the Department for Science, Innovation and Technology (DSIT), which will now be home to a revamped Government Digital Service (GDS), will use digital tools and data to transform public services and help the taxpayer benefit from £45bn in efficiency savings - a key part of Labour's Plan for Change.

All government services will have to offer a digital alternative alongside paper or card credentials by the end of 2027 under plans set out by the blueprint for digital government.

The introduction of digital driving licences in the UK will offer greater convenience and accessibility



for drivers. With licences stored securely on smartphones, they reduce the need for carrying physical cards and can be easily accessed anytime, anywhere - which is also handy for anyone who is still young enough to have their ID checked in supermarkets, bars or pubs. This digital shift also enhances security features, making it more difficult for licences to be lost, stolen, or forged. Real-time updates also mean that drivers can receive instant

notifications regarding licence renewals, penalty points, or changes in regulations, ensuring they stay compliant with driving laws. This also means you no longer have to keep track of tedious DVLA letters, which can be hard to track down if you frequently move.”

However despite their advantages, digital driving licences come with potential drawbacks, particularly regarding privacy and cybersecurity risks. Storing sensitive information on mobile devices increases the risk of data breaches and hacking, something which can happen to anyone no matter how good your phone security is. Additionally, reliance on technology means that drivers without smartphones or those experiencing technical issues, such as battery failure or app malfunctions, may face difficulties proving their licence when required. While most people know that we use our licences for driving and identification purposes, we also use them for domestic flights, which could leave passengers in a tricky situation if their phone fails.

## INSTITUTE OF MASTER TUTORS OF DRIVING (IMTD)

The Institute are calling for nominations for their awards for 2025 which after due consideration will be made in September and all nominations have to be in by the end of June.



The awards are the Institute's annual opportunity to recognise outstanding contribution to driver training and road safety. They will recognise individuals and/or organisations whether that be from the voluntary, public or commercial sector that have contributed significantly to driver training and or road safety in the United Kingdom. Nominations for consideration can be submitted by any person or persons and self-nomination is perfectly acceptable but should be accompanied by supportive evidence from a third party. More information and how to nominate can be found at <https://imtd.org.uk/imtd-awards/>

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## DRUG DRIVING

IAM RoadSmart is campaigning to raise awareness and drive change to stop the increasing trend of Drug Driving with collisions, casualties and deaths are increasing every year

Driving under the influence of both legal and illegal drugs is an issue that is growing on all measures in the UK - collisions and casualties have gone up by over 260% over the last ten years, and convictions are increasing every year.



This issue was brought to the government's attention in 2011 following a report into drink- and drug-driving and while some positive changes have been made, such as roadside testing, there is still a long way to go and 44% of offences are being committed by previous offenders concluding that the current punishment and rehabilitation system not working.

We have seen success with other rehabilitation courses such as with speeding courses, reoffending is as low as 5% (IPSOS), and with a drink-driving course, reoffences are at 17%. And so IAM RoadSmart believe a standalone drug-driving awareness course could help reduce the overall number of offences.

Accordingly IAM RoadSmart are calling for action in four areas:

1. An outcome from the government consultation.

We have been waiting since last summer for the government to announce the results of its own consultation entitled "Protecting the public from repeat drug-driving offenders" so that we can all work together to help drug offenders tackle their issues.

2. Develop a course.

As the UK's leading independent road safety charity, we want to work with the government and all interested parties to support the development of a rehabilitation option for drug-driving, with a particular focus on illegal substances, that is effective in reducing reoffences.

3. Separate rehabilitation schemes.

We want drug-driving to be reprioritised as a standalone issue, and we are calling for an in-depth investigation, looking at all variables of impact and underlying issues that lead to the offence - recognising that it is a distinct issue from drink-driving.

4. Support the prescribing process.

We want to work with partners, in government and the health sector, to raise awareness and advise on some of the potential outcomes that prescribed medications that can have an impact on a driver's ability behind the wheel.

## LONDON SLOWEST CITY

London has claimed the title of Europe's slowest-moving city in 2024.

TomTom's annual Traffic Index found on average it took over 33 minutes to travel 10 kilometres in the UK capital, translating into a world-ranking as the fifth slowest city out of 500 analysed. The finding comes hand-in-hand with data from analytics company Inrix which revealed London to be the most congested city in Europe for the fourth year running.





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## COLOURS OF CARS 2024

More than a quarter (27.8%) of all new car registrations in 2024 were grey - its best-ever share - as 543,464 grey cars joined British roads, up 6.7% on the previous year.

Black ranked as the second shade of choice, according to the latest figures published by the Society of Motor Manufacturers and Traders (SMMT), with 423,397 registrations. That's up 9.9% and delivers a 21.7% share.

Blue replaced white in the third place slot - its first appearance in the top three since 2010 - with 291,928 registrations (up 1.6%) and a 14.9% share.

The top three colours accounted for 64.5% of all new cars joining UK roads in 2024.

TOP 10 CAR COLOURS 2024			
Colour	No. Registrations	% market share	% volume change on 2023
1 Grey	543,464	27.8%	6.7%
2 Black	423,397	21.7%	9.9%
3 Blue	291,928	14.9%	1.6%
4 White	291,629	14.9%	-7.2%
5 Red	136,371	7.0%	-4.1%
6 Silver	122,473	6.3%	-1.6%
7 Green	68,230	3.5%	27.7%
8 Yellow	11,944	0.6%	0.5%
9 Orange	10,754	0.6%	-35.5%
10 Bronze	5,526	0.3%	-13.0%

White dropped to fourth, falling by 7.2%, while red held firm in fifth place but recorded a 4.1% drop reaching its lowest market share since 2003. In contrast, green car volumes reached their highest since 2004, up 27.7% to 68,230 - more than double 2022 figures. Pink is Britain's least popular car colour, comprising just 0.007% of all 2024 registrations, down 31.0% on 2023.

Grey and black were the top two choices for both fleet and private buyers.

Car colours facts:

- British regions and UK counties were unanimous in their preference for grey motors - making the tone their preference. Black was the second most popular colour across the majority of regions, bar the Isle of Man and the Channel Islands where white was number two.
- Greater London was home to the most green vehicles registered in the UK, with 3,821 sold.
- Berkshire was the best place to play the 'yellow car' game, registering the highest volume of cars in the colour (779), while simultaneously ranking as the top spot for red motors, with 8,294 registered.
- The nation's least favourite car colour was pink, down on 2023 by 31.0%, with just 145 registrations of the tint.
- 10,754 buyers opted for orange, down 35.5% on 2023, with West Yorkshire home to the majority at 719 units.
- Registrations of green cars recorded the fastest rate of growth since 2004 up more than a quarter (27.7%).
- Yellow-coloured vehicles ranked eighth, marking the colour's first time in the top 10 since 2016.
- Red recorded its lowest market share since the millennium, with just seven in every 100 buyers spec'ing the colour - compared with six in 50 when it was at peak popularity in 2014.
- Black recorded its highest volume since 2019, with 423,397 cars joining the road in 2024.
- Turquoise proved the most spurned colour, dropping from 3,627 registrations in 2023 to just 362 last year - marking the colour's steepest recorded decline and its lowest performance since 2002.

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## BRAKE CAMPAIGNING FOR CHANGE

Brake have reinforced what their five priorities are in terms of reducing death and injury on the road as follows:

### **Default 20mph speed limits on all roads in built-up areas across the UK**

In 2022, 593 people died on urban roads in Britain, including 385 pedestrians and 91 cyclists. Thousands more were seriously injured. Reducing default speed limits to 20mph on roads in built-up areas will save lives, reduce severe injuries and help more people walk and wheel in safety.

### **Progressive licensing to safeguard young and newly qualified drivers**

In 2022, 4,935 people were killed or seriously injured from a crash involving a young driver. A progressive licensing system with minimum periods for learning, enhanced testing and training, and measures to reduce the risks associated with carrying peer-age passengers and driving at night, could reduce the number of deaths and injuries involving young drivers by 20-40%.

### **Zero-tolerance on drink-driving**

Every year, more than 200 people die in drink-driving incidents on UK roads and a further 1,600 are seriously injured. England and Wales have the highest maximum drink-

driving limits in Europe, including for commercial drivers. We want to change that and make drink-driving a thing of the past.

### **All new vehicles to have life-saving technology fitted as standard**

There is no good reason for any new vehicle to be built without the latest-generation, life-saving vehicle safety technology outlined in the General Safety Regulations. In the UK, we helped shape these regulations, which have now been adopted in the EU and Northern Ireland. Now it's time for us to raise the standard in Britain.

### **All organisations to be required to monitor and report on incidents involving work vehicles**

Work-related road traffic collisions are estimated to contribute to a third of UK road deaths (565 people) and a fifth of serious injuries (5,620 people), yet there is no requirement for organisations to report incidents and near misses to the Health and Safety Executive. We're calling for change that requires all organisations to report incidents within the existing RIDDOR system.

The campaigns themes to stop road crashes and reduce harm are underpinned by robust evidence and expertise, coupled with stories from bereaved and injured road victims. This balance of evidence and lived experience is known to start important conversations and ultimately change hearts and minds say BRAKE.

## MBE FOR SERVICES TO ROAD SAFETY

Rob Heard, founder and chairperson of the Older Drivers Forum and the former road safety sergeant for Hampshire and Thames Valley Police, has seen his services to road safety recognised with an MBE.



Rob instigated the Older Drivers Forum following a number of serious incidents involving older drivers and after extensive research saw a real need to help and support older drivers to drive safely for longer. He now sits on the National Older Drivers Task Force and helps advise the Government and DfT on aging driving and support.



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## PRIME MARKINGS FOR MOTORCYCLE SAFETY

A new toolkit, funded by The Road Safety Trust and designed to improve motorcycle safety, is now available.

The innovative Project PRIME has already transformed motorcycle safety in Scotland, where specially designed road markings at 22 trial sites led to dramatic improvements in rider behaviour and safety on left-hand bends.

Key findings from over 32,000 motorcycles observed on video at these sites include:

- Reduced speeds on critical bends
- Improved road positioning, both approaching and navigating bends
- Better braking behaviour, enhancing rider control
- Zero injury collisions at sites previously identified as high-risk

These remarkable results earned Project PRIME the prestigious Prince Michael International Road Safety Award in December 2023, celebrating its outstanding contribution to road safety.

Now, a newly released PRIME installation toolkit developed by Transport Scotland, in collaboration with BEAR Scotland and renowned expert Professor Alex Stedmon, the toolkit offers practical guidance based on the project's real-world trials provides local authorities and their road safety partnerships with the resources to replicate its success.



The toolkit has already sparked interest from road safety experts worldwide, including those in continental Europe, South Africa, and Australia.

## YOUNG DRIVERS AND MOBILE PHONES

The proportion of young drivers illegally making and receiving phone calls behind the wheel without hands-free technology is at its highest rate in eight years - 21 years after it first became punishable by law - according to new data from the RAC.

Over half of drivers under 25 years admitted to making and receiving voice calls behind the wheel, and four-in-10 (43%) younger motorists also said they have listened to a voice message while driving without using hands-free while 40% have recorded such a message.

The findings come 21 years after the Government first made it an offence to use a handheld mobile phone or similar device while driving - and more than two years since it closed a loophole that previously meant drivers could escape punishment if they could demonstrate they weren't using the phone for 'interactive communication'.

Home Office figures showed that the number of fines for using a handheld mobile phone while driving across the whole age range increased by a third (33%) last year, from 27,776 in 2022 to 36,842 in 2023.

There were 23 fatalities on the UK's roads in 2023 where drivers of all ages using a mobile phone was deemed to be a contributing factor in the collision, up from 18 in 2019.

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## HOW NOT IF

The Department for Transport (DfT) has launched a consultation on how to restore the 2030 phase-out date for new purely petrol and diesel cars, with the aim of restoring clarity for manufacturers and the charging industry.



The consultation proposes updates to the Zero Emission Vehicle (ZEV) Mandate, which sets out the percentage of new zero emission cars and vans that manufacturers will be required to sell each year up to 2030.

However, the DfT said it is focused on 'how, not if, we reach the 2030 target' and will give the sector the opportunity to consider how the current arrangements and flexibilities are working, which hybrid cars can be sold between 2030 and 2035, and any further measures to help make the transition a success.

The DfT pointed out that the 2030 phase-out date was broadly supported by industry before the previous Government extended it to 2035 and that more than two-thirds of car manufacturers in the UK have committed to fully transitioning to electric cars by 2030.

The consultation period began on 24 December and will run for eight weeks until 18<sup>th</sup> February 2025.

A copy of the consultation can be found at <https://www.grahamfeest.com/resources/latest-uploads/>

## MOTORCYCLE TRAINING, TESTING AND LICENSING

Lilian Greenwood, future of roads minister has confirmed that the DfT is considering conducting a review of motorcycle licensing which was welcoming news for The National Motorcyclists Council (NMC). The NMC and its members have been at the forefront of presenting the case for a review of the current motorcycle licensing regulations, after first publishing thoughts in 2022 and looks forward to developments in this area and will continue to work with the Department on developing ideas and proposals.

## NOISE CAMERAS

A new survey has shown public support for measures to make it easier to enforce noise limits on road vehicles. The polling, carried out by Opinium for Intelligent Transport Systems UK (ITS UK), comes alongside a new report from ITS UK, setting out key recommendations for the Government to support the use of noise camera technology in the UK.

Awareness of noise camera technology is low, with two thirds of the public having never heard of them however, when noise cameras are explained to respondents, support for their roll out is high. Half think public awareness of laws around excessively noisy vehicles and their enforcement is not active enough.



Alongside the findings, ITS UK has published a new report urging the Government to take further action to support noise camera technology, setting out three recommendations.

First, the establishment of a Government-led Noise Group comprising key industry stakeholders. Second, the publication of overdue guidance for local authorities; and third, a public awareness campaign that promotes the positive role noise cameras can play in reducing noise pollution.



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## POOR KNOWLEDGE AND ATTITUDE TO TYRE SAFETY

A survey conducted by the RAC with charity TyreSafe, reveals that just 39% of drivers know that the minimum tyre tread allowed by law is 1.6mm, meaning a majority (61%) may be driving on one or more illegal tyres and they are putting themselves at risk by not regularly checking the condition of their tyres and not knowing when a tyre becomes illegal and unsafe



Two-thirds of respondents claimed they knew what the legal limit was however, four-in-10 of this group subsequently got the figure wrong.

A quarter of drivers only check tyre tread when they remember to do so or directly before taking a car for its MOT, while 5% never do and wait for their car to fail its annual roadworthiness test before taking any action.

Just a third said they check tyre tread at least every month, with 17% saying they do so every

other month and a similar proportion - 15% - only checking them about every six months.

Of those who don't check their tyres regularly, half (50%) say it is because doing so simply 'doesn't cross their mind', while four-in-10 say they rely on a garage or mechanic to do it for them.

A quarter of this group say they know checking their tyres is important but 'just don't get round to doing it very often' while 15% run the gauntlet because they have not as yet experienced a tyre-related problem while driving.

When asked what would encourage them to check their tyres more often, almost half said a regular reminder on the in-car display would nudge them into action.

The latest official data shows 185 people were killed or seriously injured as a direct result of a vehicle having illegal, defective or underinflated tyres in 2023 - an increase of more than a quarter (26%) on the previous year.

## DRIVING WITHOUT PROPER INSURANCE

Nearly one in five young motorists are on the road illegally as the cost of car insurance rises to record levels according to research by Aviva involving more than 2,000 young drivers (aged 17-25) which found that one in six admit to being on a 'fronted' policy. The research also shows that nearly a third of young drivers have purchased 'ghost' or fake insurance through social media to save costs.

Fronting is a form of insurance fraud where the young driver is listed as a named driver on their parent's policy despite being the car's main driver. The research showed that whilst most young drivers are honest when they apply for insurance, just over one-third (35%) believe that "lying on my car insurance application is a victimless crime." This may be because young drivers don't understand the issues associated with driving without adequate insurance.



Just half (51%) of young drivers realised they could face a driving ban for driving without adequate insurance, while 45% understood that the police could also seize their car as a result. Only one-third (35%) knew that they could be forced to pay an unlimited fine.

The question to be asked is whether new drivers should be taught about this when learning to drive?



# Traffic Safety Roads



## MOBILITY SCOOTER CRASHES RISING

The Department for Transport (DfT) road casualty data has revealed that 16 mobility scooter users were killed and 80 were reported seriously injured in collisions in 2023, up from nine fatalities and 64 serious injuries in 2022

Mobility scooter users were among the few road user groups to experience a notable rise in casualties in 2023, while most other groups saw either a decrease or no change at all.

Research by mobility scooter insurance intermediary, Surewise, has also highlighted that mobility scooter users are thought to be nearly three times more likely to be killed in a road collision than any other road user group. Over the past decade, casualties involving mobility scooters have increased by an average of 20% annually.



In 2023,

- 74% of mobility scooter crashes involved one other vehicle
- in 79% of injury collisions, the mobility scooter user themselves was the victim
- 64% of mobility scooter user casualties were over the age of 55
- 80% of mobility scooter casualties occurred in urban areas.

Surewise said that further research suggests that in 2023, 23% of mobility scooter-related road deaths and injuries were caused by the driver or rider failing to look properly. Other key contributory factors included careless or hurried behaviour (9%), failure to judge another road user's speed (8%), loss of control (7%) and poor manoeuvres (6%).

In response to concerns around mobility scooters, Surewise, which has insured over 130,000 mobility scooters, has launched a 'safer mobility' campaign supported by numerous UK police forces, local authorities and Nottingham Trent University. The campaign has targeted 'outdated terminology', which is used in legislation to describe mobility scooters as 'invalid carriages'.

## THE DRIVING INSTRUCTOR CONVENTION

The Driving Instructor Convention in association with Drive.Day is a one-day conference, jointly organised by Intelligent Instructor and the ADINJC and will this year take place on Sunday 23rd March 2025 in the purpose-built Conference Centre Kents Hill Park, Milton Keynes.

The event sees top trainers and respected industry professionals deliver presentations on the main stage along with an exhibition of some 30+ industry suppliers viewed during the regular refreshment breaks.

A Gala Dinner incorporating the Intelligent Instructor Awards 2025 sponsored by AcciDON'T Driving School is an optional and well worthwhile event to attend the night before

More Information at [www.intelligentinstructor.co.uk/convention](http://www.intelligentinstructor.co.uk/convention)





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## TEN DRIVING BELIEFS

There are many driving beliefs and misinformation that can lead to unsafe practices or even legal issues. The AA have published and debunked some of these by way of clarification:

### **Driving 10% over the speed limit without breaking the law**

It's a myth that you can legally drive 10% over the speed limit. While some police may allow for speedometer inaccuracies, enforcement varies. The National Police Chief's Council suggests ticketing only when exceeding the limit by 10% plus 2mph (e. g driving 35 mph on a road with a 30 mph limit), but this isn't guaranteed. Best advice: stick to the limit.

### **Drinking alcohol as a passenger in a car**

It's legal to drink alcohol as a passenger, but not always advisable. Passengers can aid safer driving. If supervising a learner driver however, you must stay sober and avoid using your phone. You absolutely can't drink alcohol while driving, as even one drink could put you over the legal drink-driving limit.

### **Drinking alcohol-free beer while driving**

While it's not against the law to consume non-alcoholic beer while driving in the UK, if it looks like an alcoholic drink, you could still be pulled over by the police. To avoid any misunderstandings and delays, it's advisable to save your drink until after your journey.

### **Sucking on a penny can trick a breathalyser test**

This is not only false, it's also illegal to try. Eating garlic, citrus fruits or mints won't help either. The message is clear: don't drink and drive.

### **Eating while driving**

There's no specific law prohibiting it, but if it distracts you, it could result in a charge of careless driving. This carries a maximum penalty of £5,000, three to nine points on your licence and a discretionary driving ban. For safety reasons, it's best to eat when stationary, particularly in adverse weather conditions when stopping distances are longer.

### **Smoking while driving**

This is illegal in private vehicles carrying anyone under 18 or in company cars. If you occasionally use a private car for business purposes, smoking is permitted. However, smoking can be a distraction and could potentially lead to a charge of careless driving.

### **Driving with snow on your car**

While not illegal in the UK, the Highway Code stipulates that drivers must have clear visibility out of every window of their vehicle. If snow obstructs your view, this could be considered dangerous driving, which is certainly illegal. It's also advised to remove any snow from the roof as it can slide onto your windows or hit another road user.

### **Driving with interior lights on**

There's no specific law prohibiting this. However, it can cause distractions or impair vision at night and if it contributes to careless driving, you could face charges.

### **Circling a roundabout**

Contrary to popular belief, circling a roundabout three times because you missed your exit isn't illegal. But it's crucial to plan your route to avoid unnecessary circling, which could be viewed as careless driving. If you miss your exit, simply take it the next time after safely navigating around the roundabout again.

### **Lowering tyre pressures in winter**

The idea that lowering tyre pressure during winter improves traction is a myth. In reality, it can increase stopping distances, cause more skidding, and reduce fuel efficiency. Instead, ensure your tyres are at the recommended pressure for safer winter driving.



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## SELF-REPORTED RISKY BEHAVIOURS

A new report by the AAA Foundation for Traffic Safety in Washington USA has categorized drivers based on their self-reported risky behaviours. The survey asked drivers about their perceived level of danger for various driving behaviours, with most drivers saying unsafe driving behaviours are very or extremely dangerous. Yet, many have admitted to doing these dangerous behaviours at least once in the previous 30 days. Speeding, distracted driving, and aggressive driving emerged as the most prevalent dangerous habits in the annual Traffic Safety Culture Index (TSCI) survey and identified five distinct driver profiles.

- Safe Drivers: Rarely engage in risky behaviours - 34.9%
- Distracted Drivers: Primarily engage in all distracted driving behaviours - 19%
- Speeding Drivers: Primarily engage in speeding behaviours - 32.6%
- Distracted and Aggressive Drivers: Engage in distracted and aggressive driving - 11%
- Most Dangerous Drivers: Engage in all risky driving behaviors - 2.5%

Safe drivers admitted to driving less, while most dangerous drivers, who admit to speeding, distracted, and impaired behaviours, logged more miles on the road, often in older vehicles with fewer safety features. Safe drivers condemned risky driving behaviours, but other profiles seemed more indifferent to the dangers.

A copy of the report can be found at <https://www.grahamfeest.com/resources/latest-uploads/>

## TRANSPORT TRAFFIC SAFETY ROADS 2025

Booking are now being taken for



Early bird discounts available until:  
Norwich 28<sup>th</sup> February 2025



Early bird discounts available until:  
Blackpool 14<sup>th</sup> February 2025

NOTE: If you are a subscriber to the Graham Feest Consultancy Newsletter then a further 10% discount is available on the early bird rate until 6<sup>th</sup> February 2025

*(You must be a subscriber as at 31<sup>st</sup> December 2024)*

*Endorse the form when making your on line application in the comments box with TRS10%*

More details and link to the booking form can be found at

<https://www.grahamfeest.com/gfc-events/norwich-2025/>

<https://www.grahamfeest.com/gfc-events/blackpool-2025/>

## ABERDEEN GOES FOR 20MPH

Despite concerns that drivers will be 'frustrated,' a UK city has been given the go-ahead to implement 20mph speed limits. The northern suburbs of Aberdeen are set to see these new speed restrictions, as councillors have approved plans to enhance road safety





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## LOVE YOUR TYRES

February marks the launch of TyreSafe's 'Love Your Tyres' campaign, urging all road users to show their tyres some much-needed attention. Centered around the ACT acronym—Air pressure, Condition, and Tread—the campaign emphasises simple steps for tyre safety. Road users are encouraged to check their tyres regularly and ensure they meet the essential safety standards.



Campaign assets, including posters, social media graphics, and video content, are now available in the resources area of the TyreSafe website. These materials are designed to help individuals and organisations alike spread the message of tyre safety during the month of love.

To access the Love Your Tyres materials go to <https://www.tyresafe.org/tyre-safety-resources/>

## INTEGRATED NATIONAL TRANSPORT STRATEGY

The Department for Transport is looking to develop an Integrated National Transport Strategy which will set the high-level direction for how transport should be designed, built and operated in England over the next 10 years.

It will set out a single national vision which will put people who use transport and their needs at its heart and empower local leaders to deliver integrated transport solutions that meet the needs of their local communities.

To help us create the strategy, they are now asking people about their experience of transport in England and what could be done to make it better

Accordingly they are seeking views and ideas from such groups as

- People who use any form of transport, including cars, vans, motorbikes, mopeds, trains, underground, metro, trams, buses, minibuses, coaches, bikes, e-bikes, walking or wheeling
- Frontline transport workers people who work in the transport industry
- Companies and organisations that operate in the transport sector

The responses to this call for ideas will be considered in the drafting of the Integrated National Transport Strategy should be sent by 20<sup>th</sup> February 2025.

You can read more and give your thoughts by answering the questions at <https://www.gov.uk/government/calls-for-evidence/integrated-national-transport-strategy-a-call-for-ideas/integrated-national-transport-strategy-a-call-for-ideas#how-to-respond>

## HSE CELEBRATES 50 YEARS

The Health and Safety at Work etc Act 1974, led to the Health and Safety Executive (HSE) being established on 1st January 1975.

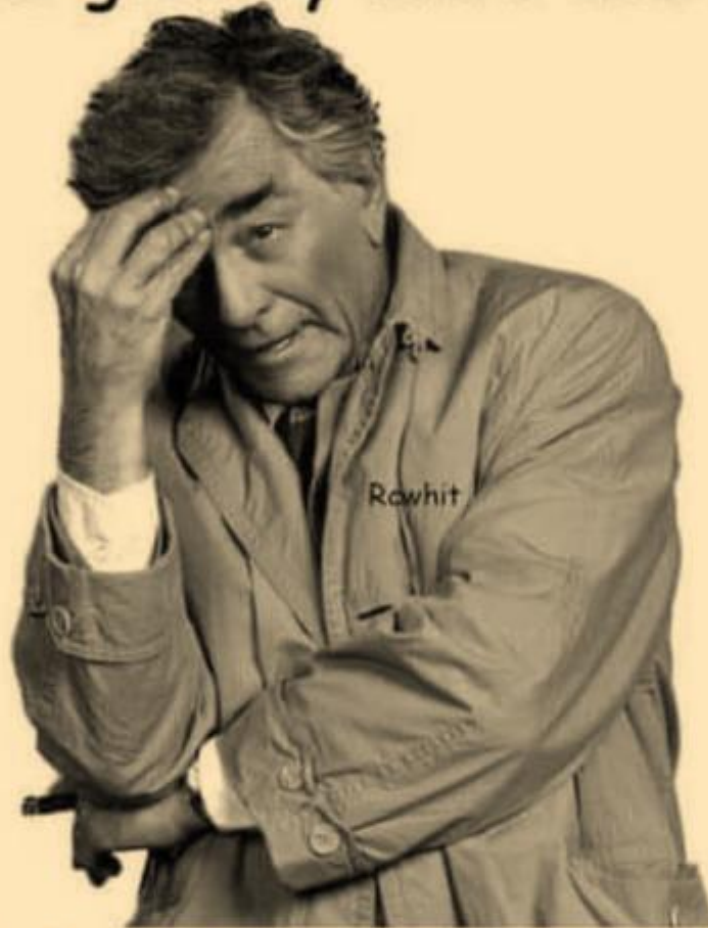
For the last 50 years it has played a central role in reducing workplace death and injury, helping Great Britain become one of the safest places in the world to work. In 1974, 651 employees were killed at work; HSE's latest annual statistics for 2023/24 show that number had reduced to 138.

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A WORLD FULL OF CONTRADICTION



So let me get this straight, I go to the grocery store and buy:



A pound of sliced ham in a plastic bag, a loaf of bread in a plastic bag, a gallon of milk in a plastic jug, a pack of napkins in plastic wrap, a store-made salad in a plastic tub, a plastic bottle of mustard and ketchup, but they won't give me a plastic bag to carry it home because the plastic bag is bad for the environment?